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McMASTER UNIVERSITY
HAMILTON, ONTARIO



Task Force on the Halifax Taxi Industry

March, 1984

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CITY OF HALIFAX

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March 15, 1984

Your Worship and Members of Council:

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY,
HAMILTON, ONTARIO

I am pleased to submit the Report of the Task Force on the Halifax Taxi Industry.

The Task Force is confident that the implementation of the recommendations contained in this report will go far in addressing the problems in the industry that have been put before us.

I would like to thank my fellow Task Force members, Dulcie Conrad, Bill Gorman and Bob McQuinn, for their hard work and dedication. On behalf of the Task Force, I would like to express appreciation to Alan Waye and Corporal George Hutt for their assistance.

Special thanks to our Secretary, Karen Swim, whose patience, good humour, long hours and knowledge of the administration of the industry have benefited our efforts enormously.

It has been our privilege to have been able to be of assistance to the City by serving on this Task Force.

Yours very truly,

Brenda Shannon.

Brenda Shannon, Chairman
Task Force on the Halifax Taxi Industry

006091

TASK FORCE ON THE
HALIFAX TAXI INDUSTRY

R E P O R T

MEMBERS:

Brenda Shannon, Chairman
Dulcie B. Conrad
William J. Gorman
J. Robert McQuinn

March 15, 1984

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PREFACE

The Task Force on the Halifax Taxi Industry was created as a result of a motion by Halifax City Council that "an indepth survey and examination be undertaken immediately by a task force to determine the status of the industry."¹

This report is the result of that survey and examination, and is divided into three parts: first, a general introductory overview; second, a review of the role and responsibility of the City of Halifax; and finally, an examination of the industry itself and its various components.

For convenience, a summary of the recommendations contained herein is provided on the following pages. However, these recommendations are also included in their appropriate sections in the body of the report.

1. Minutes, Halifax City Council, April 28, 1983.



SUMMARY OF RECOMMENDATIONS

1. The Halifax Taxi Commission (Page 9)

RECOMMENDATION: That the composition of this advisory group be amended to include one Alderman, one owner representative, one driver representative, and two citizens-at-large.

2. Licensing and Inspection (Page 11)

RECOMMENDATION: That a Taxi Licensing and Inspection Division be established as a division of the City's Finance Department.

RECOMMENDATION: That the staff of the Taxi Licensing and Inspection Division be initially established as six persons. This component could be supplemented from time to time as funds and manpower from other sources and programs become available.

3. Sharing of Taxis (Page 13)

RECOMMENDATION: (a) That the last sentence of Section 35(3) of the Ordinance be deleted and that the following be substituted:

If the initial hirer of the cab agrees to share the cab, then each stop to let off a passenger should be deemed the end of a trip; and at each stop the driver shall clear the meter, and the charge for each trip shall be the amount recorded on the meter. The driver must take the shortest possible route for each person sharing the vehicle.

(b) That this provision be posted in the car where it is clearly visible to passengers in the rear seat;

(c) That violation will result in an immediate two-week suspension of the driver's license;

(d) That the City enter into negotiations with VIA and the Acadia Bus Lines with a view to having signs installed at the exits from their Halifax depots which would, in simple form, outline the rights of taxi users.

SUMMARY OF RECOMMENDATIONS (CONT'D)

4. Posting of Information (Page 14)

RECOMMENDATION: (a) that appropriate amendments be made to Ordinance 116 to require the posting of a notice approximately 8 1/2" x 11" to be displayed during the use of the vehicle as a taxi on the rear portion of the front seat, such notice to be protected by glass, cellophane or by some other transparent substance;

(b) that a portion of such notice be allocated to the display of the owner's license, the driver's license, a photograph measuring 1 1/2 inches square of the driver, and, in a highlighted format, the rooflight number of the taxi;

(c) that another portion include the current Schedule of Rates and Section 35(3) of the Ordinance pertaining to the sharing by passengers of taxi vehicles;

(d) that the remainder of the notice supply the 24-hour telephone number of the Police Department to which complaints (or compliments) may be directed;

(e) that the Taxi Commission undertake an immediate investigation as to a supplier of the necessary hardware for enclosing this notice, and that the posting of this information be made mandatory as quickly as possible.

5. Stands in the Central Business District (Page 16)

RECOMMENDATION: That, in reviewing applications for development within the CBD, staff be required to assess and comment upon the required accommodation for taxis so that, where possible, taxi bays can be created.

6. Gypsies (Page 16)

RECOMMENDATION: That the Taxi Commission undertake a study of selected jurisdictions, both with and without limitation (particularly those with populations similar to Halifax) and their taxi ordinances to ascertain the structure of their taxi industries and the effect of or necessity for compulsory affiliation or otherwise.

SUMMARY OF RECOMMENDATIONS (CONT'D)

7. Suspension of Licenses - Section 37.1 (Page 17)

RECOMMENDATION: If the problem concerning the removal of rooflights persists, and if sufficiently onerous, that, in the interests of public safety, the City issue plates (to be the property of the City) to each licensed vehicle to be affixed to the front and rear of the taxi, and that Section 26 of the Ordinance be amended accordingly.

8. Driver Qualifications (Page 20)

RECOMMENDATION: That the standards of access to the industry be raised so that only those with a real commitment to and interest in the profession achieve driver status.

RECOMMENDATION: That the following subsections be added to Section 19 of the Ordinance:

No person shall be licensed under this bylaw,

- (a) who has, within the preceding three years, been convicted of any criminal offence under the Criminal Code of Canada, the Food and Drug Act of Canada, or the Narcotics Control Act of Canada;
- (b) if prosecution is pending against the applicant for any alleged offence against any statute described above.

RECOMMENDATION: That Section 37(1) of the Ordinance be amended to add, after the phrase "the Criminal Code of Canada," the phrase, "the Food and Drug Act and the Narcotics Control Act."

RECOMMENDATION: That the licensing body conduct a course of instruction for taxi drivers based on that presently conducted in Metropolitan Toronto, which will be of a duration of 2 to 2 1/2 days, four times annually. This course would be divided into four parts and include, but not be limited to, instruction in and examination on:

- (a) Ordinance 116 which applies to the taxi industry;
- (b) geographical knowledge of the City, including major secondary streets, major commercial and government buildings, hospitals, hotels, shopping centres and malls;

SUMMARY OF RECOMMENDATIONS (CONT'D)

- (c) defensive driving techniques;
- (d) how to handle general emergencies encountered by taxi drivers in the course of their work;
- (e) effective communications and community relations.

RECOMMENDATION: That Section 46(1) of Ordinance 116 be amended to increase the penalty for violation of its provisions to a maximum of \$500.

9. Limitation (Page 24)

RECOMMENDATION: The Task Force recommends against limitation of taxi cabs in the City of Halifax.

10. Safety of Drivers (Page 27)

RECOMMENDATION: That the Taxi Commission initiate discussions with the industry on this matter as soon as possible.

11. Conduct of Passengers (Page 28)

RECOMMENDATION: That when incidents of willful damage to the taxi vehicle or of failure to pay the driver the appropriate fare are reported to the Police Department, they be pursued vigorously and thoroughly, both by that department and by the City's Legal Department, to the extent the law allows.

I. INTRODUCTORY OVERVIEW

Studies undertaken in the United States and in other cities in Canada reveal a consistency of taxi use which may be taken to be general. The most preferred mode of transport is the privately-owned car -- it provides immediate availability, flexibility, and choice of time and route.

The taxi, used as a substitute, provides most of these benefits. It is used, therefore, by those without cars, either visitors to an area, people using downtown facilities and wishing to avoid the problem of parking their own car, commuters to and from airports. These are people, generally speaking, with sufficient income to make this choice. However, at the other end of the income scale, as all studies indicate, are the heaviest users of cabs -- those with no cars, the elderly, the physically handicapped, and students.

The purposes for which people use taxicabs also show the same consistency. A 1981 MAPC Transportation Study of the Halifax-Dartmouth area provides data on the taxi industry in the area. This information is based on a household person-trip survey, and does not include taxi demand at hotels, the airport, or cabs hailed on the street.

TABLE 1
BREAKDOWN OF TAXI TRIPS BY PURPOSE

PURPOSE	# OF TRIPS	PERCENTAGE
Home-Based Work Trip	1,453	31.0
Home-Based Shop Trip	1,016	21.7
Home-Based School Trip	168	3.6
Home-Based Other Trip *	1,815	38.7
Non-Home Based Trip	237	5.1
TOTAL	4,689	100.0

* "Other" consists of trips to personal services (e.g., doctor) and trips to social-recreation activities.

SOURCE: Metropolitan Area Planning Commission

Surveys of other centres have shown that about 30 percent of these trips are work-related; 17 percent are for shopping and personal business; 8-10 percent are health-related, between the doctor and the hospital; and the rest are divided between social, recreational, educational and other purposes.

TABLE 2
TAXI TRIPS BY TIME OF DAY

<u>HOURS</u>	<u># OF TRIPS</u>	<u>PERCENTAGE</u>
1-7 a.m.	130	2.8
7-10 a.m.	854	18.2
10 a.m. - 1 p.m.	661	14.1
1-4 p.m.	1,047	22.3
4-7 p.m.	993	21.2
7-10 p.m.	724	15.4
10 p.m. - 1 a.m.	280	6.0
TOTAL	4,689	100.0

SOURCE: Metropolitan Area Planning Commission

It can be seen from the foregoing that the heaviest demand times are the afternoon (1-4 p.m.), accounting for 22.3 percent of trips, followed by the early evening period (4-7 p.m.) with 21.2 percent, and thirdly, by the morning period (7-10 a.m.) with 18.2 percent of taxi activity. These three periods, then, make up 61.7 percent of the total demand.

TABLE 3
MODE OF TRANSPORT BREAKDOWN

<u>MODE</u>	<u>PERCENTAGE</u>
Walk	26.5
Auto-Driver	44.1
Auto-Passenger	15.8
Bus-Passenger	8.2
Taxi	.8
Auto to Ferry	.2
Bus to Ferry	.2
Walk to Ferry	.3
School Bus	2.3
Other	1.5

SOURCE: Metropolitan Area Planning Commission

II. THE ROLE AND RESPONSIBILITY OF THE CITY OF HALIFAX

The City of Halifax regulates the taxi industry through Ordinance 116. While final decisions relating to the City's regulation of the industry rest with City Council, the Taxi Commission is responsible for many of the ongoing matters that arise and also serves as an advisory body to Council. Inspections, licensing and enforcement are the responsibility of the Halifax Police Department.

This section of the report will review and make recommendation concerning the Taxi Commission, enforcement and inspection, Ordinance 116, and other matters which directly concern the City government.

A. Objectives of Regulations

The objectives of the City in regulating the taxi industry are:

- (a) to ensure an adequate and efficient service to the public;
- (b) to ensure that vehicles used as taxi cabs are clean and safe;
- (c) to ensure that those driving cabs are responsible citizens with a certain competence in driving, and a knowledge of the law as it affects their business; and
- (d) to protect the public from arbitrary or unjust fares.

To the extent that the City has assumed a responsibility and, through Ordinance 116, has set standards for the conduct of the industry and its members, so the public is entitled to rely on that responsibility being met and those standards being enforced.

B. The Taxi Commission

The purpose of the Taxi Commission is to undertake investigations of matters pertinent to the taxi industry and to make recommendations on them to Council.

The Task Force supports the recommendation of the Halifax Commission on City Government that the Taxi Commission's role be expanded to hear complaints from the

public. However, it disagrees with the recommendation of the implementation of a two-step appeal, first to the Taxi Commission, then to Council, as we believe this would be too time-consuming and would cause hardship in the instance of a license suspension (which means, in effect, a suspension of an individual's right to make a living as a taxi driver). The appeal process, therefore, should remain the sole responsibility of the Taxi Commission.

The membership of the Halifax Taxi Commission presently consists of two Aldermen, two driver representatives, two owner representatives, and one citizen-at-large. This composition creates problems and situations which, because of the opposing interests involved, make it difficult for the Commission to be effective.

RECOMMENDATION: That the composition of this advisory group be amended to include one Alderman, one owner representative, one driver representative, and two citizens-at-large.

It is of interest to note that several jurisdictions, including Kitchener and Sudbury, do not include any members of the industry on their commission or equivalent body.

Complaints from the Taxi Bureau concerning the lack of policy direction and ad hoc decision-making by the Commission may have been fair comment in the Commission's early days. However, the Task Force feels that the institution of longer term appointment of members, regular meetings, and the creation of a work program have all served to strengthen the Commission's sense of purpose and direction. It must be appreciated that, to be effective, much of the work of the Commission must be of a research and analytical nature, and staff resources must therefore be made available. The Task Force is reluctant to recommend that full-time permanent staff be attached to the Commission, but, nevertheless, some staff time, either through the City or on contract, should be budgeted if this essential aspect of the work is to be undertaken.

C. Licensing and Inspection

In 1977 the report of the Taxi Committee (the Sullivan Report) stated, "Complaints were registered and reiterated that the Ordinance was not being adequately enforced. Part of the problem seems to stem from the number of people specifically assigned to this Division (presently two) at the Halifax Police Station."

Since 1977 the situation has deteriorated (there now being only one active person assigned to the Licensing Division), but the complaints concerning lack of enforcement from all segments of the industry continue. Until this situation is improved, there will be continuing frustration and, in our view, difficulty in assessing where our problems really lie. It is pointless to have task forces, committees, the Taxi Commission and Council constantly reviewing the industry, making recommendations, and having the Ordinance amended if enforcement and inspection continue to be sloppy.

The Police Department has many priorities and varied demands upon its resources and, like other departments, has experienced budget restrictions. It is obvious that the work of the Licensing Division is not a high priority area, although it should be noted that across the spectrum of interests, everyone has spoken highly of the work done by the one person in that Division, Corporal George Hutt. But it has also been repeatedly emphasized that the scope of the job is well beyond the energy and time available to one man who is also responsible for several other licensing functions.

As a matter of interest, Metropolitan Toronto has a total of 2,520 licensed taxi vehicles (in 1983 Halifax had 877), and 45 staff members employed to administer and enforce their Taxi Bylaw.² Using this ratio, Halifax would need a staff establishment of 17 to maintain the same level of service. We note this, not to suggest that this level is required in Halifax, but to indicate the priority placed on the taxi industry by one municipality.

In our view, Council has two alternatives in this matter:

- (a) it can provide additional funds to the Police Department with direction that they be used to increase staff in the Licensing Division. It must encourage the Chief of Police to ensure that his

2. Notes by Alderman T. Jeffrey, August, 1983.

Department as a whole undertakes to see that the enforcement of Ordinance 116 is given a higher priority, that constables are knowledgeable of the Ordinance, and that it is enforced on a regular and consistent basis.

- (b) it can establish a Taxi Licensing and Inspection Division reporting to the Director of Finance. Such a division would carry out the examination of drivers, inspections of cars (both at a fixed location and on the street), and all licensing of vehicles and drivers. A Chief Inspector would head this division and assume the responsibilities presently assigned to the Chief of Police under the provisions of Ordinance 116. Under this alternative, enforcement would remain under the jurisdiction of the Police Department (similar to the situation pertaining to liquor and motor vehicle licensing), and coordination of the two functions would, of course, be essential.

It is, in the opinion of the Task Force, a matter of high priority that the present situation with regard to licensing, inspection and enforcement be improved.

RECOMMENDATION: That a Taxi Licensing and Inspection Division be established as a division of the City's Finance Department.

This would provide:

- a) the opportunity to recruit civilian inspectors whose training and responsibilities would be directed towards the interests of the taxi industry;
- b) greater flexibility in adapting to changing demands of the City and of the industry;
- c) establish direct lines of responsibility from the Director of Finance to the City Manager and thence to City Council.

RECOMMENDATION: That the staff of the Taxi Licensing and Inspection Division be initially established as six persons. This component could be supplemented from time to time as funds and manpower from other sources and programs become available.

The foregoing recommendations should be read, not as a criticism of the Police Department, but as a recognition that this function is no longer appropriate to a modern police department with many priorities to meet.

D. Ordinance 116

The Task Force notes that the Taxi Commission has started a review of Ordinance 116.

(1) Sharing of Taxis. A frequent complaint and one of concern to the Task Force was the matter of passengers being picked up at the bus and train stations, and being forced to share their taxi with others. Complaints of over-charging and of customers being taken well out of their way are common. Section 35(3) of the Ordinance states:

A driver of a licensed vehicle shall convey only the person or persons engaging his vehicle, and shall not pick up other passengers while so engaged unless requested to do so by the person or persons who engaged his services. The carrying of passengers for separate fares is prohibited.

It is fair to say that very few passengers are aware of their rights in this area, and that many of those emerging from depots are not knowledgeable of the City's geography.

RECOMMENDATION:

- (a) that the last sentence of Section 35(3) of the Ordinance be deleted and that the following be substituted:-

If the initial hirer of the cab agrees to share the cab, then each stop to let off a passenger should be deemed the end of a trip; and at each stop the driver shall clear the meter, and the charge for each trip shall be the amount recorded on the meter. The driver must take the shortest possible route for each person sharing the vehicle.

- (b) that this provision be posted in the car where it is clearly visible to passengers in the rear seat;

- (c) that violation will result in an immediate two-week suspension of the driver's license;
- (d) that the City enter into negotiations with VIA and the Acadia Bus Lines with a view to having signs installed at the exits from their Halifax depots which would, in simple form, outline the rights of taxi users.

(11) Posting of Information. Sections 12 and 19 of Ordinance 116 clearly specify the requirements for the posting of owner/driver identification in the interior of all taxi vehicles:

12(1) . . . the license to be granted an owner of a vehicle to be used to transport passengers for hire . . . shall be conspicuously displayed on the doorpost or the rear portion of the front seat of the vehicle for which it is issued.

19(4) Every applicant for a driver's license shall, with his application, furnish two copies of his photograph which shall not be retouched and shall be of a size 1 1/2 inches square. One copy of such photograph shall be filed in the office of the Inspector and the other shall be affixed to the license granted to the applicant under this Ordinance, and shall be conspicuously displayed, together with the license on the door post or on the rear portion of the front seat in the vehicle while the same is being operated by the holder of such license for the purpose of transporting passengers for hire.

It is the opinion of the Task Force that these provisions are, for the most part, ignored by the majority of taxi owners and drivers currently operating in the City. Admittedly, such identification is normally carried by the driver, but since it is habitually attached to the car's sun visor or placed in the glove compartment, its primary function (that of providing the passenger with some means of driver identification) is almost totally negated.

In addition, Section 36(3) of the Ordinance provides that:

. . . a copy of such schedule (of fares) shall be conspicuously posted on the door post or on

the rear portion of the front seat inside the vehicle, and shall be protected by glass or cellophane, or by some other transparent substance.

Again, this requirement, in our opinion, is neither adhered to nor enforced.

The failure to post this information obviously leaves the passenger in a vulnerable position. Unless he is a frequent taxi user, he will have very little concept of whether the fare he is being asked to pay at the end of his journey is indeed an appropriate one, or, if he feels his rights have been abused, will he know where to lodge a complaint. Neither can he ascertain whether he is in fact travelling in a licensed vehicle with a properly licensed driver at the wheel.

RECOMMENDATION:

- (a) that appropriate amendments be made to Ordinance 116 to require the posting of a notice approximately 8 1/2" x 11" to be displayed during the use of the vehicle as a taxi on the rear portion of the front seat, such notice to be protected by glass, cellophane or by some other transparent substance;
- (b) that a portion of such notice be allocated to the display of the owner's license, the driver's license, a photograph measuring 1 1/2 inches square of the driver, and, in a highlighted format, the rooflight number of the taxi;
- (c) that another portion include the current Schedule of Fares and Section 35(3) of the Ordinance pertaining to the sharing by passengers of taxi vehicles;
- (d) that the remainder of the notice supply the 24-hour telephone number of the Police Department to which complaints (or compliments) may be directed;
- (e) that the Taxi Commission undertake an immediate investigation as to a supplier of the necessary hardware for enclosing this notice, and that the posting of this information be made mandatory as quickly as possible.

Attached as Appendix I is a suggested format for the notice described above.

(iii) Stands in the Central Business District. The City's objective for the CBD is that it "promote the City as the major business and cultural centre of Atlantic Canada." Further, the City claims that it wants to give priority to the pedestrian and that "the use of the private automobile within, to and through the CBD should be discouraged, as necessary, to give priority to the pedestrian and to public transit" (MDP, Part II, Section III, Policy 3.1). Policy 3.2 of the same section states that "the City should continue to promote the use of public transit as a means of increasing the efficiency of the major street network and of improving access to the CBD." In this sense, the Task Force feels that the taxi industry must be regarded as part of the overall transit system.

In few, if any, of the CBD's in major cities does one expect to be readily able to park an automobile, much less have easy parking outside every business establishment. And to expect this in growing Halifax is, in our view, unrealistic. The request of the taxi industry for more stands, therefore, should be met. Nevertheless, the industry cannot expect a stand on every street, and should be more aggressive and innovative about marketing its services to, from and within the downtown, both for the benefit of residents, people on business trips, visitors and workers.

RECOMMENDATION: That, in reviewing applications for development within the CBD, staff be required to assess and comment upon the required accommodation for taxis so that, where possible, taxi bays can be created.

(iv) Gypsies. The Task Force has received complaints of cars in contravention of Section 31(1) and (2) of the Ordinance. These drivers, known as "gypsies," do not operate out of an established stand providing continuous service, as required by the Ordinance, but pick up customers on the street. The basic question seems to be why this compulsory affiliation provision has been included in the Ordinance.

Suggestions have been made that the passenger has difficulty in making complaints against the driver and of tracing any property left behind in the cab. At present the driver is required under Section 33 to:

. . . take due care of all property delivered or entrusted to, and accepted by him, for conveyance or safekeeping; but shall not be held responsible for any article left in his vehicle, if not entrusted to his care personally.

Generally speaking, unless the passenger has called a cab stand to order a car (if, for instance, he picks one up at the airport or off the street), he will rarely know with which company the cab is affiliated, and, even more rarely will he have noted its rooflight number. The most likely place he would contact in case of difficulties would be, we suggest, the Police Department.

It is of interest to note that in the Economic Council of Canada study it was suggested that such compulsory affiliation might bear some relationship to whether or not limitation has been imposed. Twenty-eight Canadian jurisdictions studied controlled the number of taxis; of these, only one jurisdiction also had compulsory affiliation. Nineteen of the jurisdictions studied did not control the number of taxis; of these, only eight, including Halifax, imposed an affiliation requirement.³ Clearly, affiliation with an office need not be "written in stone." Before anything definitive can be said on this matter, however, more information is needed on the structure of the industry in various centres, particularly those with no limitation and no affiliation requirements.

RECOMMENDATION: That the Taxi Commission undertake a study of selected jurisdictions, both with and without limitation (particularly those with populations similar to Halifax) and their taxi ordinances to ascertain the structure of their taxi industries and the effect of or necessity for compulsory affiliation or otherwise.

It is, of course, to be expected that standowners will resist any move against compulsory affiliation.

(v) Suspension of Licenses - Section 37(1). It is a matter of some frustration to the Police Department that when, because of the condition of his vehicle, a driver is ordered to remove his rooflight and take the car off the road, unscrupulous drivers will wait for a propitious time

3. Benoit-M. Papillon, The Taxi Industry and Its Regulation in Canada, Working Paper Number 30 (Economic Council of Canada), March, 1982, p. 17

to replace the rooflight and go about their business without having done anything to improve the condition or safety of the car.

It has been suggested that the Police Department should be given the authority in these instances to seize the rooflight and hold it until the car is fit to be on the road plying for hire. We are advised by the City's Legal Department that the power to regulate given to the City under the Motor Vehicle Act would not extend to confiscation of private property. We are of the opinion that, should City Council accept our recommendations to improve the level of skill, competence and investment of those entering the industry, this may well become a smaller problem and so should be closely monitored by the Taxi Commission and the Licensing Authority.

RECOMMENDATION: If the problem concerning the removal of rooflights persists and if sufficiently onerous, that, in the interests of public safety, the City issue plates (to be the property of the City) to each licensed vehicle to be affixed to the front and rear of the taxi, and that Section 26 of the Ordinance be amended accordingly.

III. THE INDUSTRY IN HALIFAX

A. General Comments

The taxi industry in Halifax is made up of three major components:

- (a) the stand owner or company operating the taxi office which, for the April, 1982 - April, 1983 period (the last full year for which figures are available), numbered 10;
- (b) licensed taxi cabs of which there were 877; and
- (c) licensed taxi drivers of which there were 1,024.

TABLE 4
INVENTORY OF LICENSES: 1976-1983

<u>YEAR</u>	<u>DRIVERS</u>	<u>CARS</u>	<u>POPULATION</u>
1976	1,115	837	117,882
1977	1,150	818	
1978	1,130	826	
1979	1,066	846	114,594
1980	1,034	813	
1981	1,133	903	
1982	1,138	926	
1983	1,024	877	

SOURCE: Files of the Halifax Police Department
(Licensing Division)

It has been estimated that, in general, 20 percent of all licensed taxi drivers are inactive at any one time. Another estimate is that 75 percent of Halifax taxis are driven by people who make their living solely from the industry.⁴ A suggestion has been made that these drivers provide better service than do the part-time drivers, and that owner-drivers maintain their cars in better repair than do owners who rent out cars on a daily or intermittent basis.

4. Report of the Halifax Traffic Management Board ("The Tofflemire Report"), 1976.

B. Driver Qualifications

The Task Force has considerable sympathy for many of the arguments advanced by the Taxi Bureau. It is obvious from the figures shown in Table 5 and Appendix II of this report that Halifax has a very high number of taxis compared to other Canadian cities with and without limitation. We agree that heavy reliance on drivers who drift in and out of the industry does not provide residents and visitors to our city with the quality of service that should be maintained. We agree that a high percentage of full-time drivers (preferably owner-drivers) should form the basis of the industry, and will bring to it the high standards of competence and interest that should be expected.

TABLE 5
NUMBER OF TAXIS REGISTERED IN VARIOUS
CANADIAN CITIES, CIRCA. 1982

<u>City</u>	<u>Population</u>	<u>Number of Taxis Registered</u>	<u>Taxis Per 1,000 Inhabitants</u>
<u>Limitation in Effect:</u>			
Montreal Metro. Area*	1,758,000	5,981	3.40
Toronto Metro. Area	2,998,947	2,520	0.84
Quebec City Metro. Area*	455,000	441	0.96
Hamilton	306,434	241	0.79
Regina**	162,313	120	0.74
Saskatoon**	154,210	145	0.94
Vancouver	414,281	430	1.03
Winnipeg**	564,473	400	0.71
<u>No Limitation:</u>			
St. John's	83,820	350	4.17
Saint John	80,521	321	3.98
Halifax Metro. Area*	288,626	1,323	4.58
City of Halifax*	114,594	877	7.65
Calgary	592,743	1,290	2.17
Edmonton	532,246	1,080	2.03

* 1983 Figures

** Additional plates issued as temporary licenses during the winter period.

NOTE: Exact comparisons are difficult to make owing to varying administrative arrangements across the country.

SOURCE: Statistics Canada

RECOMMENDATION: That the standards of access to the industry be raised so that only those with a real commitment to and interest in the profession achieve driver status.

Section 19 of Ordinance 116 sets out the qualifications for a taxi driver's license, stating in particular under Section 19(3):

. . . each applicant for a driver's license under this Ordinance must establish to the satisfaction of the Inspector that:

- (a) he is nineteen years of age;
- (b) (Repealed - April 12, 1983)
- (c) he has a satisfactory knowledge of the location of streets, public buildings and places within and adjacent to the City of Halifax;
- (d) he has an adequate knowledge of the provisions of the Motor Vehicle Act and of this Ordinance.

The Chief of Police, under Section 21, may refuse to grant a license to any applicant who "in the judgement of the Chief of Police, is not a fit and proper person to hold such a license." Anyone refused by the Chief may appeal his decision to the Taxi Commission.

At present, it is impossible for the applicant to know what goes to make up a "fit and proper person" in the Chief's judgement. The applicant cannot know what standards he is to meet, or, on appeal of a license refusal, what he is appealing against.

Known minimum standards would assist the Chief by removing much of the subjectivity and discretion implicit in the present decision-making process. The Taxi Commission too would be assisted since, at the present time, members are being asked to second-guess the Chief during appeal hearings and to substitute their judgement for his.

RECOMMENDATION: That the following subsections be added to Section 19 of the Ordinance:

No person shall be licensed under this bylaw,

- (a) who has, within the preceding three years, been convicted of any criminal offence under the Criminal Code of Canada, the Food and Drug Act of Canada, or the Narcotics Control Act of Canada;
- (b) if prosecution is pending against the applicant for any alleged offence against any statute described in (a) above.

RECOMMENDATION: That Section 37(1) of the Ordinance be amended to add, after the phrase "the Criminal Code of Canada," the phrase, "the Food and Drug Act and the Narcotics Control Act."

The Task Force notes that the industry is presently discussing dress regulations and would encourage any move in this direction.

RECOMMENDATION: That the licensing body conduct a course of instruction for taxi drivers based on that presently conducted in Metropolitan Toronto, which will be of a duration of 2 to 2 1/2 days, four times annually. This course would be divided into four parts and include, but not be limited to, instruction in and examination on:

- (a) Ordinance 116 which applies to the taxi industry;
- (b) geographical knowledge of the City, including major secondary streets, major commercial and government buildings, hospitals, hotels, shopping centres and malls;
- (c) defensive driving techniques;
- (d) how to handle general emergencies encountered by taxi drivers in the course of their work;
- (e) effective communications and community relations.

The fee structure and requirements of this training program would be as follows:

- i) a fee of \$100 will be payable in advance in order to take this course and the examination;
- ii) anyone missing more than one hour of instruction in any section of the training program will have his fee refunded and be required to leave the course;
- iii) upon payment of \$250, an applicant who has successfully completed the course and examination may acquire a driver's license;
- iv) acquisition of such license must be made within 180 days from the date of eligibility. Failure to acquire the license within this period will cause the eligibility to lapse and the applicant must thereupon reapply, and upon payment of \$50 will be permitted to take the examination at the next regular session;
- v) those failing the examination will be eligible, upon payment of \$50 to take the examination again at the next regular session;
- vi) if unsuccessful once more, the applicant must wait six months before reapplying and must pay the full fee to take the course and examination; and sections (i) to (v) will apply;
- vii) it is also recommended that any driver who allows his license to lapse be required to enroll in this training program and to take the examination described above.

Those achieving a license will have the satisfaction of knowing that they have demonstrated a level of knowledge of the business which will make them an asset to the industry and to the City in the provision of efficient and safe service to the public.

RECOMMENDATION: That Section 46(1) of Ordinance 116 be amended to increase the penalty for violation of its provisions to a maximum of \$500.

The Task Force would like to emphasize that it is not proposing an increase in renewal fees at the present time.

C. Limitation

The characteristics of each city differ. To attempt to calculate a definitive number of taxis required, either as an absolute number or as a ratio of population, may be to overlook or to over-compensate for a variety of factors. Cities which attract a large number of tourists, those which have convention centres, and those which act as regional centres for health, education, business or government will have different demands than, for example, the more static one-industry centres. The level of public transit, if any, and the level of subsidy for that transit become factors in the mix.

The 1976 report of the Traffic Management Board showed that the demand for taxi service was well-matched by the supply of drivers and cars in Halifax. At times of peak demand, more cars came into service and vice versa. The present structure of the industry means that stand owners must rely on a sufficient number of drivers voluntarily reporting for work, and they claim that during times of high demand, they do not have the numbers of drivers available to meet it. Drivers argue, on the other hand, that there are too many cabs on the street, and that they must work long hours to make an adequate living. Unfortunately, it has not been possible to update the figures provided by the Traffic Management Board's report of 1976 to determine if any changes have occurred or if trends have been developing in this regard. However, the Task Force would like to thank Mr. Philip Herritt, co-owner of Casino Taxi, for the information he has so generously provided.

The limitation of taxi cabs is a thorny and long-standing issue in Halifax. City Council reviewed the matter in 1960, 1962, 1971, 1976 and 1978, while the Taxi Commission examined it in 1980 and again in 1982.

Benoit Papillon, in his survey of the Canadian taxi industry undertaken for the Economic Council of Canada, found that the majority of jurisdictions surveyed controlled the number of taxis. Specifically, 28 (or 60 percent) of the 47 studied imposed limits. Limitation generally takes the form of an absolute restriction either on the number of cars, or of cars as a ratio of population. However, it should be emphasized that in Nova Scotia, owing to the provisions of the Provincial Motor Vehicle Act, municipalities are empowered only to limit the number of their taxi drivers, rather than the number of taxi vehicles.

Stand owners, economists and others feel that limitation creates shortages of manpower because drivers can afford to be more independent about when and if they work, and consequently will often work only the more lucrative areas of the city, leaving the suburbs without taxi service or, at best, underserved. They argue that by distorting the allocation of resources and forcing up costs as a whole, limitation puts an unfair burden on the users of the service who, as it has been shown, tend to be the poor, the elderly, the disabled, and others who cannot afford their own car.

The claim that limitation brings stability to the driver's earnings is refuted on the basis of fluctuating demand. Any drop in demand does not allow the driver to meet the high costs of large amounts of capital tied up in a license. Papillon argues that "limiting the number of taxis is no remedy for possible instability in the taxi service market. Quite the contrary: by increasing the fixed costs, especially the costs of capital tied up in the purchase of a license, such limitations amplify the instability of earnings of a taxi owner, whether he operates his cab himself or not."⁵ However, the Task Force feels that through strict regulation and non-transferrability, licenses could be maintained at their face value.

Where licenses are limited, Papillon estimates that taxi customers, in addition to paying the full cost of transportation, pay an additional 7.5 to 21.1 percent as a built-in cost of the license.⁶

Where limitation is in effect, contentious issues with which the municipality must deal involve altering the number or ratio as population changes -- the public demands an increase while the industry resists it. Concern over which population statistics should be used and how frequently adjustments should be made, and maintenance of waiting lists or quotas for those trying to enter the business also seem to present substantial administrative problems.

5. Benoit-M. Papillon, The Taxi Industry and Its Regulation in Canada, p. 64.

6. Ibid., p. 64.

TABLE 6
DIRECT COSTS OF LIMITATION
IN SELECTED CANADIAN CITIES (1978)

	Market Value of Licenses	Capital Stock Tied Up In Licenses
Quebec City	\$ 12,000	\$ 7,764,000
Montreal	8,000	1,448,000
Ottawa	11,000	7,909,000
Toronto	25,000	62,275,000
Winnipeg	15,000	6,000,000
Vancouver	40,000	14,520,000

SOURCE: Benoit-M. Papillon, The Taxi Industry and Its Regulation in Canada, p. 61.

Drivers, on the whole, favor limitation -- by restricting the numbers of people in their business, they would be better able to maintain what they consider an adequate income, working shorter hours at times considered reasonable. They claim that an over-supply of drivers leads to drivers working (or at least being available) for long hours for insufficient returns. This leads to tired drivers on the road, poorly maintained vehicles, and a consequent lowering of service and safety to the public. They further feel that the people making up the over-supply are part-time workers who often come onto the streets at peak hours after working at secure and well-paid employment elsewhere, or else they are drifters or the unemployed who enter the business on a short-term basis when a downturn in the economy is already badly affecting incomes in the business. This activity, the drivers claim, is to the detriment of the full-time driver who has a commitment to the competence and professionalism which the City and the industry should demand. Furthermore, many of those presently in the business hope that, through limitation, the value of their license will increase dramatically so that without investment or effort, they will become the owners of a license worth perhaps thousands of dollars.

After much consideration of this problem, the Task Force is recommending against limitation of taxi cabs in the City of Halifax. We believe that the introduction of limitation will not, of itself, improve

service to the public and could cause both reductions in service and increased costs to the public. We do feel, however, that the recommendations made with respect to inspections of cars and qualifications for drivers will improve the industry and its service, will encourage only those who are serious about committing their time, money and effort to enter the industry, and so, indirectly, will affect the numbers of those applying for licenses in the future.

D. Safety of Drivers

The Halifax Taxi Bureau, in its brief to the Task Force, outlined its concerns with regard to the safety of drivers, and suggested that the following be mandatory in all taxi vehicles:

- (a) front-rear seat partition;
- (b) dispatch alarm system;
- (c) emergency light.

We feel that this should more properly be a matter for discussion between industry representatives and the Taxi Commission, having regard to the number of incidents of violence to drivers and the effectiveness of these and alternative methods used in other cities. Some drivers, for instance, have expressed reluctance to install front-rear seat partitions, but without thorough review of the costs, benefits, and effectiveness of this method in comparison to others, it would be difficult to state which, if any, methods should be used.

RECOMMENDATION: That the Taxi Commission initiate discussions with the industry on this matter as soon as possible.

E. Conduct of Passengers

The Taxi Bureau has expressed concern about increasing incidents of wilful damage to the interior of cars and of passengers leaving without paying their fares. Admittedly, the taxi driver is in a relatively defenceless position when it comes to dealing with unscrupulous members of the public.

RECOMMENDATION: That, when incidents of this nature are reported to the Police Department, they be pursued vigorously and thoroughly, both by that department and by the City's Legal Department, to the extent the law allows.

F. Internal Problems

The Task Force heard a number of complaints, both from drivers and owners, concerning problems internal to the industry. These included drivers renting a car which they must garage for repair, thus losing income and having no redress; tension between full- and part-time drivers; drivers who move from office to office leaving a trail of unpaid rentals, etc. The Taxi Bureau has also called for binding agreements between owners and drivers.

There are obviously steps which could be taken to improve conditions in some areas of the industry. In others, the natural antipathy of interests and the competitive nature of the business will make accommodation difficult, if not impossible. These matters, in our view, are not those which the City should regulate. However, we feel that the organization of the Halifax Taxi Bureau is a positive factor, providing some leverage and a unified input for drivers in discussions with owners.

IV. CONCLUSION

As can be seen from Table 5, Halifax has a high ratio of taxis to population when compared to other cities in Canada. After an exhaustive review of the industry, the Task Force is confident that the implementation of the recommendations contained herein will go far in addressing the numerous complaints made concerning the industry locally. We are convinced that our recommendations concerning licensing, inspection and the upgrading of driver qualifications will also accomplish many of the industry's objectives.

We are also encouraged to believe that the current strength of feeling within the industry will ensure the cooperation necessary for the smooth implementation of these recommendations.

Any increase in applications for drivers' licenses taken in anticipation of Council's action following the release of this report will have a deleterious effect and postpone any positive results from such action.

It is therefore recommended that Council, as of the date of presentation of this report, issue instructions that no new driver or owner licenses be issued for a 90-day period in order to provide Council members with an opportunity to study recommendations and to make decisions concerning them as well as to enable staff to be trained and to have the administrative and inspection division in operation.

SUBMISSIONS

1. Path to Professionalism, Halifax Taxi Bureau Society, October, 1983.
2. Letter dated October 12, 1983 from Mr. Michael T. Pugsley, Solicitor (Stewart, MacKeen & Covert) for various taxi company owners including:
Mr. Phil Herriot (Casino); Mr. Patrick Garety (Station); Mr. Leon Lohnes (Y Taxi); Messrs. George Pike and A. Deslaurier (Airline); Mr. Donald Bond (Yellow); and Mr. A. Parker (Armdale).
3. Letter dated February 15, 1984 from Mr. James Goddard, Tourism Committee, Halifax Board of Trade.

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Handbook to Effective Cab Driving, Metropolitan Licensing Commission, Toronto, Ontario (June, 1981).

Jeffrey, Alderman T., Notes Concerning the Toronto Metropolitan Licensing Commission (August, 1983).

✓ Ordinance 116, Respecting "The Regulation of Vehicles Transporting Passengers for Hire," City of Halifax.
(see back cover)

Papillon, Benoit-Mario, The Taxi Industry and Its Regulation in Canada," Economic Council of Canada, Working Paper No. 30 (March, 1982).

Report of the Taxi Committee (the "Sullivan Report"), City of Halifax (June 2, 1977).

Report on the Taxi Industry in Regina, City of Regina (September, 1981).

Report of the Traffic Management Board (the "Tofflemire Report"), City of Halifax (October 20, 1976).

The Construction and Licensing Manual - City of London and An Abstract of Laws Relating to Cab Drivers Within The Metropolitan Police District and City of London, City of London, England (1983).

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APPENDIX I

TAXI OWNER'S LICENSE

License is hereby granted to _____
the owner of this vehicle, for the vehicle to be used
for transporting passengers for hire in the City of
Halifax.

The number of this vehicle shall be _____.

The Licensee undertakes to comply with the laws and
with the Ordinances of the City of Halifax.

Licensee

Inspector of Licenses

License expires the 30th day of April, 19 ____.

Schedule of Fares

ONE DOLLAR FIFTY CENTS (\$1.50)
- initial charge, up to
1/22 mile

FIVE CENTS (\$.05) each 1/22
mile

TWELVE DOLLARS (\$12.00) per
hour waiting time

FIVE MINUTES GRACE to be
allowed on pick-up

TWENTY-FIVE CENTS (\$.25) each
additional passenger

HOURLY DRIVING RATES by
arrangement between driver
and passenger, without meter:
FIFTEEN DOLLARS PER HOUR

TWENTY-FIVE CENTS (\$.25) for
each piece of luggage handled
by driver

TEN CENTS (\$.10) for each
parcel or bag of groceries
handled by driver

CHILDREN UNDER TEN shall be
carried FREE when accompanied
by an adult

SPECIAL RATES for the convey-
ance of children to and from
school may be made by private
arrangement with the owner
or driver of the motor
vehicle.

ROOF LIGHT NUMBER

License is hereby granted to

to drive a vehicle for which
a license for the trans-
porting of passengers for
hire in the City of Halifax
has been obtained.

The Licensee undertakes to
comply with the laws and with
the Ordinances of the City
of Halifax.

Licensee

Inspector of Licenses

License expires the 30th day
of April, 19 ____.

PHOTO

A DRIVER OF A LICENSED VEHICLE
SHALL CONVEY ONLY THE PERSON
OR PERSONS ENGAGING HIS
VEHICLE, AND SHALL NOT PICK UP
OTHER PASSENGERS WHILE SO
ENGAGED UNLESS REQUESTED TO DO
SO BY THE PERSON OR PERSONS WHO
ENGAGED HIS SERVICES.

IF THE INITIAL HIRER OF THE CAB
AGREES TO SHARE THE CAB, THEN
EACH STOP TO LET OFF A
PASSENGER SHOULD BE DEEMED THE
END OF A TRIP; AND AT EACH STOP
THE DRIVER SHALL CLEAR THE METER,
AND THE CHARGE FOR EACH TRIP
SHALL BE THE AMOUNT RECORDED
ON THE METER. THE DRIVER MUST
TAKE THE SHORTEST POSSIBLE
ROUTE FOR EACH PERSON SHARING
THE VEHICLE.

IF YOU, AS A PASSENGER IN THIS
VEHICLE, WISH TO MAKE A COM-
PLAINT (OR OFFER A COMPLIMENT),
PLEASE MAKE NOTE OF THE ROOF
LIGHT NUMBER INDICATED ABOVE
AND CALL THE POLICE DEPARTMENT
AT 421-6898.

APPENDIX II
NUMBER OF TAXIS REGISTERED IN VARIOUS
CANADIAN CITIES, CIRCA. 1978

<u>City</u>	<u>Population</u>	<u>Number of Taxis Registered</u>	<u>Taxis Per 1,000 Inhabitants</u>
<u>Limitation in Effect:</u>			
Montreal and Area	2,434,000	6,431	2.64
Metropolitan Toronto	2,154,000	2,491	1.16
Ottawa and Area	693,000	719	1.04
Winnipeg	578,000	400	0.69
Quebec City and Area	442,000	647	1.46
Vancouver	410,000	363	0.88
Regional Municipality of Niagara	362,000	246	0.68
Hamilton	312,000	220	0.71
Regional Municipality of Waterloo	297,000	214	0.72
Mississauga	250,000	301	1.20
London	247,000	252	1.02
Regina	150,000	120	0.80
Saskatoon	134,000	135	1.01
Burnaby	132,000	77	0.58
Ste. Foy-Sillery	115,000	99	0.86
Thunder Bay	109,000	109	1.00
Oshawa	106,000	100	0.94
Trois-Rivieres	104,000	125	1.20
Sherbrooke	83,000	76	0.92
Richmond	80,000	28	0.35
Oakville	68,000	35	0.51
Hull	65,000	84	1.29
Victoria	63,000	130	2.06
Kamloops	58,000	75	1.29
Markam	56,000	80	1.43
Coquitlam	55,000	27	0.49
<u>No Limitation</u>			
Edmonton	554,000	910	1.64
Calgary	470,000	795	1.69
Windsor	197,000	300	1.52
Halifax	122,000	829	6.79
St. John's	87,000	340	3.91
Saint John	86,000	340	3.95
Sault Ste. Marie	80,000	70	0.87
Guelph	70,000	57	0.81
Brantford	67,000	64	0.96
Dartmouth	65,000	334	5.14
Kingston	61,000	169	2.77
Peterborough	60,000	50	0.83
Moncton	56,000	144	2.57
Sarnia	55,000	25	0.45
North Bay	51,000	78	1.53
Fredericton	45,000	40	0.88
Charlottetown	17,000	106	6.24

SOURCE: Benoit-M. Papillon, The Taxi Industry and Its Regulation
in Canada, Working Paper 30 (Economic Council of
Canada), March, 1982, pp. 10-11.

EXCERPT FROM MINUTES
HALIFAX CITY COUNCIL
JULY 12, 1984

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

Recommendations of the Taxi Task Force

1. MOVED by Alderman Jeffrey, seconded by Alderman Flynn that the composition of the Halifax Taxi Commission be amended to include one Alderman, one company owner, one driver, and four citizens-at-large, with the Alderman as Chairman; and that the driver and owner be elected from the groups they represent by some method with staff to submit a recommendation for the procedure.

Following a brief discussion, an amendment to the Motion was MOVED by Alderman Flynn, seconded by Alderman Doeher that six citizens-at-large be appointed with no representation from the taxi drivers or owners.

The amendment to the Motion was put and passed.

Following further discussion, an amendment to the Motion was MOVED by Alderman O'Malley, seconded by Alderman Nolan that two advisors, one necessarily a driver and another necessarily an owner, each with no voting privileges, be appointed to the Commission, to be rotated on an annual basis.

The amendment to the Motion was put and lost.

(NOTE: FOR CLARIFICATION PURPOSES, THE COMPOSITION OF THE HALIFAX TAXI COMMISSION HAS BEEN AMENDED TO CONSIST OF ONE ALDERMAN WHO WILL SERVE AS CHAIRMAN, AND SIX CITIZENS-AT-LARGE.)

2. MOVED by Alderman Jeffrey, seconded by Alderman Dewell that, as recommended by the Finance and Executive Committee:

(a) THAT the Taxi Licensing and Inspection Division remain under the jurisdiction of the Halifax Police Department;

(b) THAT the existing staff complement of the Licensing Division be increased by not less than two personnel, preferably police officers; and

(c) THAT a staggered licensing system be introduced as quickly as possible to facilitate the annual licensing procedure and to provide staff of the Licensing Division increased opportunity for inspection and enforcement duties.

I

3. MOVED by Alderman Jeffrey, seconded by Alderman Dewell that, as recommended by the Finance and Executive Committee:

(a) THAT Section 35(3) of Ordinance 116 remain as presently written:

A driver of a licensed vehicle shall convey only that person or persons engaging his vehicle, and shall not pick up other passengers while so engaged unless requested to do so by the person or persons who engaged his services. The carrying of passengers for separate fares is prohibited.

(b) THAT this provision be posted in the taxi vehicle where it is clearly visible to passengers in the rear seat;

(c) THAT violation of Section 35(3) will result in an immediate two-week suspension of the driver's license; and

(d) THAT the City enter into negotiations with VIA and the Acadian Bus Lines with a view to having signs installed at the exits from their Halifax depots which would, in simple form, outline the rights of the taxi users.

4. MOVED by Alderman Jeffrey, seconded by Alderman Dewell that, as recommended by the Finance and Executive Committee:

(a) THAT appropriate amendments be made to Ordinance 116 to require the posting of a notice approximately 8½" x 11" to be displayed during the use of the vehicle as a taxi on the rear portion of the front seat, such notice to be protected by glass, cellophane or by some other transparent substance;

(b) THAT a portion of such notice be allocated to the display of the owner's license, the driver's license, a photograph measuring 1½" square of the driver, and, in a highlighted format, the rooflight number of the taxi;

(c) THAT another portion include the current Schedule of Rates and Section 35(3) of the Ordinance pertaining to the sharing by passengers of taxi vehicles;

(d) THAT the remainder of the notice supply the 24-hour telephone number of the Police Department to which complaints (or compliments) may be directed; and

(e) THAT the Taxi Commission undertake an immediate investigation as to a supplier of the necessary hardware for enclosing this notice, and that the posting of this information be made mandatory as quickly as possible.

5. MOVED by Alderman Jeffrey, seconded by Alderman Dewell that, as recommended by the Finance and Executive Committee:

THAT, in reviewing applications for development within the CBD, staff be required to assess and comment upon the required accommodation for taxis so that, where possible, taxi bays can be created.

6. MOVED by Alderman Jeffrey, seconded by Alderman Dewell that, as recommended by the Finance and Executive Committee:

THAT the Taxi Commission undertake a study of selected jurisdictions, both with and without limitation (particularly those with populations similar to Halifax), and their taxi ordinances to ascertain the structure of their taxi industries and the effect of or necessity of compulsory affiliation or otherwise.

7. MOVED by Alderman Jeffrey, seconded by Alderman Dewell that, as recommended by the Finance and Executive Committee:

THAT the City issue plates (to be the property of the City) to each licensed vehicle to be affixed to the front and rear of the taxi, and that Section 26 of the Ordinance be amended accordingly.

8. MOVED by Alderman Jeffrey, seconded by Alderman Dewell that, as recommended by the Finance and Executive Committee:

(a) THAT the standards of access to the industry be raised so that only those with a real commitment to and interest in the profession achieve driver status;

(b) THAT section 19 of Ordinance 116 be retained as presently written;

(c) THAT the licensing body conduct a course of instruction for taxi drivers based on that presently conducted in Metropolitan Toronto, which will be of a duration of 2 to 2½ days, six times annually. This course would be divided into four parts and would be based on the matters described in the report of the Task Force on the Taxi Industry; and

(d) THAT Section 46(1) of Ordinance 116 be amended to increase the penalty for violation of its provisions to a maximum of \$500.

9. MOVED by Alderman Jeffrey, seconded by Alderman Dewell that, as recommended by the Finance and Executive Committee, there be no limitation either on the number of taxi vehicles or of taxi drivers in the City of Halifax.

10. MOVED by Alderman Jeffrey, seconded by Alderman Dewell that, as recommended by the Finance and Executive Committee, the Taxi Commission initiate discussions with the industry on the matter of driver safety as soon as possible.

11. MOVED by Alderman Jeffrey, seconded by Alderman Dewell that, as recommended by the Finance and Executive Committee, when incidents of wilful damage to the taxi vehicle or of failure to pay the driver the appropriate fare are reported to the Police Department, they be pursued vigorously and thoroughly, both by that department and by the City's Legal Department, to the extent the law allows.

MOTIONS 2-11 were approved with the proviso that they be forwarded to the Halifax Taxi Commission and to staff in order that the necessary Ordinance changes can be drafted.

SEP 25 1984

ORDINANCE NUMBER 116
Respecting
THE REGULATION OF VEHICLES
TRANSPORTING PASSENGERS FOR HIRE

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

Short Title

1. This Ordinance shall be known as Ordinance number 116, and may be cited as the "Taxi Ordinance".

Definitions

2. In this Ordinance:
- (a) "Chief of Police" means the Chief of Police of the City;
 - (b) "City" means the City of Halifax;
 - (c) "Committee" means the Safety Committee of the Council of the City of Halifax;
 - (d) "Commission" means the Halifax Taxi Commission;
 - (e) "Council" means the Council of the City;
 - (f) "Inspector" means the Inspector of Licenses appointed by the Chief of Police, and any Deputy or assistant to such Inspector duly authorized to perform the duties hereinafter set out.

PART 1

HALIFAX TAXI COMMISSION

Establishment
of
Commission
Membership
of
Commission

3. The Council hereby establishes the Halifax Taxi Commission.
- 4.(1) The Commission shall consist of seven (7) members who shall be appointed annually in November by City Council on the recommendation of the Mayor. At least two members of the Commission shall be Aldermen of the City, two members taxi drivers licensed by the City and two members shall each be an owner of a taxi business.
- (2) Should a member of the commission, who is an Alderman cease to be an Alderman during his term on the Commission his appointment shall be vacated.
- (3) Should a vacancy occur on the Commission for any reason, the Council shall appoint a person to fill the vacancy and the person so appointed shall hold office for the remainder of the term of the member to whose place he was appointed.

(4) A member of the Commission shall be eligible for re-appointment.

(5) Notwithstanding Section 4(1) herein, the initial members of the Commission shall be appointed within thirty (30) days of the approval of this Ordinance by the Minister of Municipal Affairs, with an initial term extending to November, 1979.

Meetings

5.(1) The Commission shall meet within thirty (30) days of its appointment each year, and thereafter at the call of the Chairman or at the request of any two members of the Commission.

(2) A quorum of the Commission for each meeting shall be four (4) members.

(3) The Commission shall have available as immediate staff support representatives from the Traffic Management Board, the Halifax Police Department and the City Manager's Office.

Chairman

6.(1) The Commission shall, at its first meeting each year, elect from its members a Chairman for the coming year.

Vice-Chairman

(2) The Commission shall, at its first meeting each year, elect from its members a Vice-Chairman for the ensuing year who shall act in the absence of the Chairman.

Appeals

7 The Commission shall hear appeals taken by persons whose licenses have been revoked under the provisions of this Ordinance.

Powers of
Commission

8. The Commission may receive recommendations and submissions, conduct investigations and ultimately make recommendations to City Council on the following topics;

- (1) Rates and fees under Ordinance 116;
- (2) Limitation on the number of taxi licenses or drivers in the City;
- (3) The role of the taxi industry in regional transportation objectives;
- (4) Problems generally in the taxi industry.

Policy

9. The Commission shall have the power under Section 8 to make recommendations to Council on changes in Ordinance 116 or other legislation relevant to the Taxi Industry, but the Commission shall have no power to resolve or mediate in individual disputes within the Taxi Industry.

LICENSING

Control

10. The Chief of Police shall have the general control, supervision and direction over the Inspector of Licenses and over any Deputy or assistant to such Inspector and over any officer or official acting in the carrying out of the various duties set out in this Ordinance.

Duties of
Inspector

11.(1) Subject to the provisions of the Motor Vehicle Act and to the provisions of Section 3 hereof and to any specific direction from time to time given or issued by the Chief of Police, the Inspector shall have supervision over all persons licensed under this Ordinance and over all vehicles to which the same applies. The following shall constitute his duties under this Ordinance:

The Inspector shall:

- (a) report to the Chief of Police respecting the performance of his duties under this Ordinance whenever he shall be required by the Chief of Police to do so;
- (b) make all necessary enquiries concerning applications for licenses or transfers thereof, as may be required to secure a due observation of the law and of this Ordinance;
- (c) examine or cause to be examined all applicants for driver's licenses, as to their ability to operate a vehicle for transporting passengers for hire;
- (d) examine or cause to be examined every vehicle for which a license is requested under this Ordinance;
- (e) submit to the Chief of Police all applications for licenses, together with his report thereon as to whether such application should be granted or not; and, should it be necessary, his recommendation for the revoking or cancelling of any license granted under this Ordinance;
- (f) keep a register of all licenses granted under the authority of this Ordinance. Such register shall contain the name or names of the applicants, the residence of the applicants, and the date of the license. And he shall keep such other books and records as the Chief of Police may from time to time order;
- (g) when authorized by the Chief of Police, he shall cause to be made out, and to sign, all licenses under this Ordinance, the fees therefor as required under this Ordinance first having been paid;

(h) furnish every person applying for a license under this Ordinance with a copy of the Ordinance and with a card setting out the rates and fares specified in this Ordinance;

(i) ascertain by inspection and enquiry from time to time, and as often as may be required by the Chief of Police, whether persons holding licenses under this Ordinance continue to comply with the provisions of the law and of this Ordinance;

(j) cause to be prosecuted all persons who shall offend against any of the provisions of the law or of this Ordinance.

11.(2) Any act, authorized or directed by this Ordinance to be done by the Inspector, may in the absence of statutory provisions contrary hereto be performed by such other officer or official as may be designated by the Chief of Police. The power and authority of the officer or official so designated shall be the same as that of the Inspector in the particular case.

Owner's
License

12.(1) No vehicle shall be used for the transport of passengers for hire unless and until the owner of such vehicle has first obtained a license. The license to be granted an owner of a vehicle to be used to transport passengers for hire shall be in the form as set out in the First Schedule to this Ordinance, and shall be conspicuously displayed on the doorpost or the rear portion of the front seat of the vehicle for which it is issued.

(2) A license granted to an owner of a vehicle to be used to transport passengers for hire shall also be a license to transport parcels, boxes, packages, or other articles of whatsoever nature, but excluding luggage, at the rates specified in this Ordinance for the transporting of passengers, in the absence of a passenger or passengers in such vehicle.

Owners

Qualifications

13.(1) Every applicant for a license to use a vehicle for the transport of passengers for hire shall make application to the Chief of Police, in writing, in a form provided by the Chief of Police.

(2) The form of application shall be approved by the Chief of Police, and shall require the applicant to supply such information concerning himself as the Chief of Police shall deem necessary to establish the qualifications of such applicant for a license.

(3) In addition to the requirements of subsection (2) of this section, each applicant, in order to receive a license, must establish to the satisfaction of the Inspector that:

- (a) he is nineteen years of age;
- (b) he has an adequate knowledge of the provisions of the Nova Scotia Motor Vehicle Act and of this Ordinance.

Requirements
for Vehicle

14.(1) A license under this Ordinance shall be issued only in respect to a motor vehicle which:

- (a) is a four door sedan or a four door station wagon;
- (b) is equipped with an engine of at least four cylinders;
- (c) has a height from the top of the floor to the underneath side of the roof of at least 44 1/2 inches;
- (d) has a width from the inside of the one door post to the inside of the door post on the opposite side of at least 51 inches;
- (e) has a length from the dashboard, excluding extremities, to the front of the back seat of at least 61 inches;
- (f) has been inspected and approved by the Chief of Police, or by an official appointed by the Chief of Police.

(2) A license issued under this Ordinance in respect to any motor vehicle shall state that not more than six passengers, exclusive of the driver, may be transported at any one time in such vehicle.

Insurance
Coverage

15. The owner of any motor vehicle to be licensed hereunder shall, with his application for a license therefor, deposit with the Chief of Police an automobile insurance policy, providing public liability insurance, passenger hazard insurance, and property damage coverage, in the amount of \$500,000.00 without any limit on any particular claim up to the herein mentioned amount, regardless of the number of persons involved or the nature of the damage.

License Fee

16 The fee payable for a license for a motor vehicle to be used for transporting passengers for hire shall be Forty Dollars (\$40.00).

Offence
and
Penalty

17. Every person who contravenes or fails to comply with the provisions of Sections 12, 13, 14, 15, and 16 of this Ordinance shall for each offence, be liable to a penalty of not more than One Hundred Dollars (\$100.00); and, in default of payment, to imprisonment for a period not exceeding fourteen (14) days.

Driver's
License

18. No person shall drive any vehicle licensed hereunder, unless he obtains a driver's license under this Ordinance, which shall be as set out in the Second Schedule to this Ordinance.

Driver's

19(1) Every applicant for a license to drive a vehicle licensed under this Ordinance shall make application to the Chief of Police, in writing, in a form provided by the Chief of Police.

(2) The form of application for a driver's license under this Ordinance shall be approved by the Chief of Police and shall require the applicant to supply such information concerning himself as the Chief of Police may determine to be necessary to establish the qualifications of such applicant to receive the license applied for.

(3) In addition to the requirements of subsection (2) of this section, each applicant for a driver's license under this Ordinance must establish to the satisfaction of the Inspector that:

- (a) he is nineteen years of age;
- (b) repealed, April 12, 1983
- (c) he has a satisfactory knowledge of the location of streets, public buildings and places within and adjacent to the City of Halifax;

- 19(3) (d) he has an adequate knowledge of the provisions of the Nova Scotia Motor Vehicle Act and of this Ordinance.

(4) Every applicant for a driver's license shall, with his application, furnish two copies of his photograph, which shall not be retouched and shall be of a size 1- $\frac{1}{4}$ inches square. One copy of such photograph shall be filed in the office of the Inspector and the other shall be affixed to the license granted to the applicant under this Ordinance, and shall be conspicuously displayed, together with the license on the door post or on the rear portion of the front seat in the vehicle while the same is being operated by the holder of such license for the purpose of transporting passengers for hire.

Driver's
License Fee

20(1) The fee for a driver's license under this Ordinance shall be Forty Dollars (\$40.00) for new applicants and Twenty Dollars (\$20.00) each year thereafter, and shall be submitted with the application. Applicants who fail the tests for a license shall pay Two Dollars (\$2.00) for each subsequent test.

(2) A license may be granted to a male or a female person who meets the requirements of Section 12 of this Ordinance.

(3) No application for a driver's license shall be made within sixty (60) days of the making of a previous application.

- Refusal to Grant License and Appeal 21. The Chief of Police may refuse to grant a license to any applicant, either for an owner's license or a driver's license, who, in the judgment of the Chief of Police, is not a fit and proper person to hold such license; provided however, that any applicant who has been refused a license by the Chief of Police may appeal to the Commission, which may confirm such refusal or may order that a license be granted.
- Period of License 22. Every license issued under this Ordinance shall relate to the period May first in any year to April 30th in the next succeeding year; and shall be dated the date of its issue and shall expire on the 30th day of April next succeeding the issue thereof.
- Offence - Unlicensed Driver 23. Every owner of a licensed vehicle who permits his vehicle to be driven by, or placed upon the stand in charge of, a person not licensed under this Ordinance, shall, for each such offence, be liable to a penalty.
- Owner to File Names of Drivers 24.(1) Every owner of a vehicle licensed under this Ordinance and operated by a driver licensed under this Ordinance shall file with the Inspector the name and address of each such driver employed by him, and shall notify the Inspector within seven days of any new appointments and any dismissals, or other changes in employment, of such drivers. Failure by such owner to do so shall constitute a violation of this Ordinance, and such owner shall be liable to the penalty hereinafter provided.
- Driver to Advise Change of Employment (2) Every driver licensed under this Ordinance who changes his employment to another taxi company shall notify the Inspector of such change, within seven days of such change. Failure to do so by such driver shall constitute a violation of this Ordinance, and such driver shall be liable to the penalty hereinafter provided.
- Condition of Vehicle 25.(1) Every vehicle licensed under this Ordinance shall at all times when in use be kept clean and in a sanitary condition, and in good repair.
- (2) The owner of any vehicle in respect of which an application for a license is being made or of a vehicle for which a license has been issued and is in force, shall, when required, forthwith submit such vehicle for examination by the Inspector; and neither the owner nor the driver shall at any time prevent or hinder the Inspector from entering the vehicle for the purpose of inspecting such vehicle.

(3) A vehicle licensed under this Ordinance may at any time be inspected by the Chief of Police or by any person appointed by the Chief of Police, to determine that such vehicle complies with the requirements of this Ordinance and with the Motor Vehicle Act.

(4) Should such vehicle not meet the requirements of this Section, the Chief of Police or any person appointed by him may notify the owner of such vehicle to cease operating the same as a vehicle licensed under the authority of this Ordinance until such time as the same has been put in a clean and sanitary condition and in good repair; and such owner shall thereupon cease to operate the same until permitted to do so by the Chief of Police or by such other person appointed by the Chief of Police.

Decals

26.(1) The Inspector shall supply, without charge, to the owner of a vehicle licensed under this Ordinance, two decals bearing the number assigned to such vehicle and the word "Taxi", at the time of the granting of such license.

(2) The owner of a vehicle licensed under this Ordinance shall affix to the front and rear bumpers of such vehicle in such a way as to be plainly visible both from the front and rear, the decal bearing the number assigned to such vehicle and the word "Taxi" issued by the Inspector, and such decals shall at all times be maintained by every such owner free from foreign materials and in a condition to be clearly visible.

(3) If any such decal shall become lost or defaced, additional decals may be obtained from the Inspector, upon proof satisfactory to the Inspector that such decals have in fact become lost or defaced. Upon application being made to the Inspector for any additional decals, as hereinbefore provided, the person so applying shall, with the application, pay the sum of One Dollar (\$1.00) for each decal required.

(4) Every owner of a vehicle licensed under this Ordinance who fails to comply with any of the provisions of this Section, wherein any duty is imposed upon such owner, shall for each offence be liable to a penalty of not more than One Hundred Dollars (\$100.00); and in default of payment, to imprisonment for a period of not more than twenty days; provided, however, that it shall be a defence to a prosecution for a violation of this Section in respect of the duty of such owner to affix such decals, if such owner has previously made an application to the Inspector for any additional decals to replace any decals which

have become lost or defaced, and which additional decals have not been delivered to the owner by the Inspector.

Identifi-
cation

27(1) The owner of every motor vehicle licensed under this Ordinance, before commencing to transport passengers for hire in such vehicle, shall affix or cause to affix upon the roof of such vehicle an illuminated sign.

(2) Such sign to be affixed to the roof of the licensed vehicle shall be of such size, colour, design and style as the Chief of Police may from time to time approve; and shall display the number assigned to such vehicle in the license issued under this Ordinance so that such number shall be visible from the front and rear of the vehicle; and shall display the business or company name under which the vehicle operates as that name is listed in the telephone directory so that the business or company name shall be visible from the front and rear of the vehicle; the sign shall be affixed to such vehicle in a manner approved by the Chief of Police, and shall be removed from the roof or covered by opaque material when the vehicle is not in service as a taxi.

(3) Such illuminated sign shall be lit at the same time as the headlights of the vehicle are turned on in accordance with the provisions of the Motor Vehicle Act.

Dress

28(1) Every driver of a licensed vehicle shall, at all times when engaged in the operation of the same for hire, wear a shirt or military type blouse, ankle-length trousers, socks and shoes. Every driver shall be, and shall wear the required clothing, in a neat and clean and tidy condition at all times.

(2) Every female driver of a licensed vehicle may, in place of ankle-length trousers, wear a skirt.

(3) Every driver of a licensed vehicle shall be free from and not a carrier of any communicable disease.

(4) Every driver of a licensed vehicle shall:

(a) submit to such medical examination and tests as the Medical Health Officer of the City may require to prove their freedom from communicable diseases, and

(b) if required to do so by the Medical Health Officer of the City submit annually a form of tuberculin test, and if positive to this test, have an X-ray examination of the chest.

28.(5) A driver of a licensed vehicle shall at all times in any public place conduct himself in an orderly manner, and he shall not be noisy. He shall govern himself by regulations made by the Chief of Police from time to time concerning the conduct of drivers and the manner in which they shall ply their calling at public places.

(6) The owner of a licensed vehicle or vehicles, the driver or drivers of the same, or any person appointed by the owner for that purpose, and no other persons, may solicit passengers for such vehicle or vehicles; but no solicitation shall be made by calling out or shouting, or in any other noisy or disorderly manner.

(7) The driver may determine whether persons may smoke, eat or drink while passengers in his vehicle and also may determine where the passenger is to sit.

Change of
Address

30. Every person licensed under this Ordinance shall upon changing his address notify the Inspector of such change of address within Seven Days thereafter.

Place of
Business

31.(1) A License for the transporting of passengers for hire shall not be issued to the owner of any motor vehicle unless such owner shall have an established place of business other than a residence and unless the applicant shall have a business telephone and be listed in the telephone directory under the trade name under which he operates, or, if no such trade name, under his own name.

(2) The place of business referred to in this Section may be the office or place of business of another licensee under this Ordinance who provides continuous service.

Records
to be kept

32.(1) The owner of every vehicle licensed under this Ordinance shall cause to be kept a record, written legibly in ink or in indelible pencil of the address or origin of all telephone calls received by the taxi operator, the date and time of such calls and the driver or roof light number of the car responding to such calls. Such records shall be retained for at least three months, and shall be produced for inspection at any reasonable time on demand of the Inspector, and such owner and the driver of such vehicle shall give full information to the Inspector on being requested so to do.

32.(2) The Inspector may from time to time request drivers to keep a daily log of the date and time, the address of origin, the address of destination, the number of passengers, and the total fare of all trips made while operating on a day or days specified by the Inspector. The driver shall give full information to the Inspector on being requested to do so, on forms provided by the Inspector.

Lost
Articles

33. Every owner or driver licensed under this Ordinance shall take due care of all property delivered or entrusted to, and accepted by him, for conveyance or safekeeping; but shall not be held responsible for any article left in his vehicle, if not entrusted to his care personally.

Direct
Route

34. Every licensed driver shall proceed by the most direct, travelled route, to the point of destination, unless otherwise directed by the passenger.

Order of
Service

35.(1) Every owner and driver of a vehicle licensed under this Ordinance shall accommodate the person or persons who desire his service in the order of their applications; and, if a licensed vehicle is not available to give the desired service within a reasonable time, the applicant shall be so informed.

(2) The owner or driver of a licensed vehicle shall not refuse or neglect to convey in the City any orderly person or persons upon request, unless previously engaged, or unable to or prohibited by the provisions of this Ordinance. A driver may refuse to drive a person whose conduct is disorderly or when such person's conduct may cause a driver to fear for his safety.

(3) A driver of a licensed vehicle shall convey only the person or persons engaging his vehicle, and shall not pick up other passengers while so engaged unless requested to do so by the person or persons who engaged his services. The carrying of passengers for separate fares is prohibited.

Rate Schedule
and Posting
of Same

36.(1) Every vehicle licensed under this Ordinance shall be equipped with a taxi meter, which shall be so regulated as to register and show the various charges as they accrue.

(2) The rates as set out in the Third Schedule to this Ordinance shall be charged for conveyance in a licensed vehicle used for transporting passengers for hire, from point to point within the City limits, and the charges shall be as registered and shown on the taxi meter.

(3) Copies of such schedule of fares on which is printed a notice indicating where complaints may be made shall be furnished by the Inspector to every person holding a license in respect of any vehicle used for the transporting of passengers for hire, and a copy of such schedule shall be conspicuously posted on the door post or on the rear portion of the front seat inside the vehicle, and shall be protected by glass or cellophane, or by some other transparent substance.

(4) Every owner or driver of a motor vehicle licensed under this Ordinance, who receives or demands a fare greater or less than that registered upon the taxi meter in such vehicle, or not according to the rates set out in the Third Schedule hereto, shall be guilty of an offence under this Ordinance.

Suspension
of License
and Appeal

37(1) The Inspector shall have the authority to, and may suspend the license of any owner or driver of a vehicle licensed under this Ordinance who has been convicted of a violation of any of the provisions of the Criminal Code of Canada, the Nova Scotia Liquor Control Act, or the Motor Vehicle Act, or of this Ordinance, which violation, in the opinion of the Inspector, renders such licensed owner or driver an unfit or improper person to hold such license, or when such owner or driver has, to the knowledge of the Inspector, committed any act or acts which, in the opinion of the Inspector, renders such licensed owner or driver an unfit or improper person to hold such license. The Inspector shall report such suspension to the Chief of Police, who shall confirm or remove such suspension, or who may cancel such license.

37.(2) Any person whose license has been suspended or cancelled by the Chief of Police under the authority of the preceding subsection of this Section may appeal therefrom, to the Commission, which may review the circumstances and may confirm such suspension or cancellation, or may order that such license be restored.

Return of
Decals

38. Where the license of any motor vehicle which is licensed to transport passengers for hire under the authority of this Ordinance has been suspended or cancelled, the owner of such vehicle shall, within three days after such suspension or cancellation, return to the Chief of Police the decals issued to him in respect of such vehicle. Failure to so return such decals within the specified time shall constitute a violation of this Ordinance.

PART III

TAXI STANDS AND TAXI STAND POLICY

Open Stands

39. All taxi stands located or to be located on public property are open to any taxi licensed to operate within the City of Halifax, "Gentlemen's Agreements" among taxi owners and operators are not recognized. Any attempt by a taxi owner or operator to maintain any such stand for his exclusive use constitutes an offence under this Ordinance.

Regulations
for use of
Stands

40. Taxi stands on public property will be subject to the following regulations:

- (a) Any Taxi Driver whose vehicle is available for hire may take position with his vehicle at any taxi stand where there is a vacancy.
- (b) A Taxi Driver entering a stand shall take his position at the rear of the last taxi cab.
- (c) Whenever a taxi leaves the stand all other taxis at the stand shall move ahead.
- (d) Only those taxi drivers whose vehicles are in the front position at a stand shall accept passengers and once engaged by a passenger, a taxi driver shall leave the stand.

40.

(e) No taxi driver while his vehicle is parked at a stand shall:

(i) leave his vehicle unattended;

(ii) obstruct the exit of another taxi whose driver indicates a desire to leave the stand;

(iii) no taxi driver shall solicit passengers within two hundred feet (200') of a stand unless there are no vehicles at such a stand.

(f) No common taxi stand may be used as a feeder stand for a stand on private property.

PART IV

TAXIMETERS

Duty of Owner
to Install
Taximeter

41.(1) Every owner of a motor-drawn vehicle used in the City of Halifax for transporting for hire passengers within the boundaries of the City shall provide such vehicle with a taximeter of a model approved by the Committee on Safety or a sub-committee thereof duly authorized in that behalf, and such taximeter shall be at all times in full view of the passengers and shall be in such a condition as to show a maximum of not more than five percent (5%) in departure from correctness to the prejudice of any passenger. The cover and gear of such taximeter shall be kept sealed and intact. The taximeter shall be operated from one of the front wheels of the vehicle or from the transmission and shall be illuminated by a suitable light while in operation after sundown.

41.(2) The provisions of the preceding section shall not apply to any motor-drawn vehicle having a seating capacity for more than seven passengers or to any motor-drawn vehicle which is a public utility as defined in the Public Utilities Act or in the regulations made thereunder.

Inspection

42. The Committee, sub-committee duly authorized therefor, or any person appointed by the Committee for that purpose may at any time inspect any taximeter which is installed in a vehicle or is proposed to be installed and may apply such tests as may be necessary to ascertain the accuracy of such taximeter.

Penalty

43. The owner of any motor-drawn vehicle used for transporting for hire passengers who operates or permits the same to be operated for transporting for hire passengers, without the same having installed in it an approved taximeter or in which is installed a taximeter which shows a variation in the correctness thereof of more than five percent (5%) shall be liable to a penalty of not less than fifty dollars (\$50.00) and not more than one hundred dollars (\$100.00) and in default of payment of such penalty to imprisonment for a term not exceeding three (3) months.

44.(1) Any person who has used a motor-drawn vehicle in which a taximeter is installed and who refuses to pay the tariff rates as shown on the taximeter shall be liable to a penalty not exceeding fifty dollars (\$50.00) and in default of payment of such penalty to imprisonment for a term not exceeding twenty (20) days.

(2) A peace officer may arrest without warrant any person whom he finds committing an offence, or has reason to believe has recently committed an offence against the first subsection of this section, and such peace officer making such arrest without warrant shall with reasonable diligence take the person arrested before a Stipendiary Magistrate of Justice of the Peace to be dealt with according to law.

45. Every owner or driver of a motor-drawn vehicle who transports for hire any passengers without causing the taximeter in such vehicle to operate during the entire period of such transportation shall be guilty of an offence against this Ordinance; provided however, that nothing in this section contained shall be deemed to require a taximeter to be operated while the motor-drawn vehicle is engaged on an hourly basis as provided in the Second Schedule to this Ordinance.

PART V

GENERAL

Penalty and
Suspension
and Appeal

46.(1) Every person who contravenes or fails to comply with any provision of this Ordinance, in respect of which no other penalty is provided, shall, for each offence, be liable to a penalty not exceeding One Hundred Dollars (\$100.00); and, in default of payment, to imprisonment for a period not exceeding twenty (20) days; and, in the case of any such contravention or failure to comply, by any holder of a license under this Ordinance, the Chief of Police may cancel or suspend the license of such person, but such person shall in addition be also liable to penalties above set out.

(2) Any person whose license has been cancelled or suspended may appeal to the Commission, which may confirm or disallow the action of the Chief of Police.

Repeal

47.(1) Ordinance No. 13, respecting The Regulation of Vehicles Transporting Passengers for Hire, is repealed, upon the coming into force of this Ordinance.

(2) Ordinance No. 13-A respecting Taximeters is repealed upon the coming into force of this Ordinance.

(3) Ordinance No. 116 as now in effect respecting the Regulation of Vehicles Transporting Passengers For Hire is repealed upon the coming into force of this Ordinance.

FIRST SCHEDULE

TAXI OWNER'S LICENSE

License is hereby granted to
the owner of a vehicle, for the vehicle to be
used for transporting passengers for hire in
the City of Halifax.

The number of such vehicle shall be

The Licensee undertakes to
comply with the laws and
with the Ordinances of the
City of Halifax.

.....

Licensee

Inspector of Licenses

License expires the 30th day of April, 19 ____

To be Posted
in Vehicle

SECOND SCHEDULE

TAXI DRIVER'S LICENSE NO.

License is hereby granted to
to drive a vehicle for which
a license for the transporting
of passengers for hire in the
City of Halifax has been
obtained.

Driver's
Picture

The Licensee undertakes to
comply with the laws and with
the Ordinances of the
City of Halifax.

.....

Licensee

License expires the 30th day of April, 19 ____

To be posted
in Vehicle when
Driver on Duty

THIRD SCHEDULE

ONE DOLLAR FIFTY CENTS initial charge, up to 1/22 mile;

FIVE CENTS each 1/22 mile;

TWELVE DOLLARS per hour waiting time;

FIVE MINUTES grace to be allowed on pick-up;

TWENTY-FIVE CENTS each additional passenger;

HOURLY DRIVING RATES by arrangement between driver and passenger,
without meter - FIFTEEN DOLLARS PER HOUR

ONE DOLLAR FIFTY CENTS each trunk;

TWENTY-FIVE CENTS for each piece of luggage handled by driver;

TEN CENTS for each parcel or bag of groceries handled by driver;

CHILDREN under ten years shall be carried FREE when accompanied
by an adult;

Special rates for the conveyance of children to and from school
may be made by private arrangement with the owner or driver of
the motor vehicle.

WE HEREBY CERTIFY THAT THE FOREGOING
ORDINANCE NUMBER 116 OF THE CITY OF HALIFAX, RESPECTING
"THE REGULATION OF VEHICLES TRANSPORTING PASSENGERS FOR
HIRE" WAS READ AND PASSED A FIRST AND SECOND TIME AT
CITY COUNCIL MEETINGS HELD ON MARCH 16, 1978 AND
APRIL 13, 1978, RESPECTIVELY.

Edmund L. Davis
MAYOR

G. J. Blennerhassett
CITY CLERK

Ordinance Number 116 respecting "The Regulation of Vehicles Transporting Passengers for Hire" introduced on March 16, 1978 replaces Ordinance Number 116 introduced on May 30, 1968

No. 1 Amendment: Section 15 and the Third Schedule
 Notice of Motion to Introduce: November 15, 1979
 First Reading: November 29, 1979
 Committee of the Whole Council: December 5, 1979
 Second Reading: December 13, 1979
 Approval of the Minister of Municipal Affairs: December 20, 1979

No. 2 Amendment: Third Schedule
Notice of Motion to Introduce: October 15, 1981
First Reading: October 29, 1981
Committee of the Whole Council: November 4, 1981
Second Reading: November 26, 1981
Approval of the Minister of Municipal Affairs: December 16, 1981

No. 3 Amendment: Section 4, subsection(1); Section 5, subsection (2);
Section 27, subsection(2).
Notice of Motion to Introduce: January 14, 1982
First Reading: January 28, 1982
Committee of the Whole Council: February 3, 1982
Second Reading: February 11, 1982
Approval of the Minister of Municipal Affairs: March 17, 1982

No. 4 Amendment: Clause (a) of Section 1 of subsection 14
Notice of Motion to Introduce: February 25, 1982
First Reading: March 11, 1982
Committee of the Whole Council: March 17, 1982
Second Reading: March 25, 1982
Approval of the Minister of Municipal Affairs: April 29, 1982

No. 5 Amendment: Clause(b)subsection 3 of Section 19, repealed;
Section 28, subsections re-numbered and subsections added.
Notice of Motion to Introduce: June 17, 1982
First Reading: June 29, 1982
Committee of the Whole Council: July 7, 1982
Second Reading: July 15, 1982
Approval of the Minister of Municipal Affairs: April 12, 1983

No. 6 Amendment: Section 15
Notice of Motion to Introduce: May 12, 1983
First Reading: May 26, 1983
Committee of the Whole Council: June 6, 1983
Second Reading: June 16, 1983
Approval of Minister of Municipal Affairs: July 19, 1983

No. 7 Amendments: Third Schedule; new Subsection 3, Section 20
Notice of Motion to Introduce: January 26, 1984
First Reading: February 16, 1984
Committee of the Whole Council: February 22, 1984
Second Reading: March 1, 1984
Approval of Minister of Municipal Affairs: March 21, 1984
